

Rail Road Matters.

The Register of the 7th inst., in its notice of the injunction allowed by the Court of Common Pleas of Ottawa county, on the 3d of May, enjoining the officers, agents, &c., of the Junction Rail Road Company, from placing any obstruction in Sandusky Bay, and against the Port Clinton R. R. Company, restraining them from aiding, either directly or indirectly, the Junction Company in its attempts to construct a railroad across said bay, complains that the thing "was done in a corner," "without giving a chance to the defendants of being heard." I am not worth while to make any answer to this charge upon the court, as our readers will undoubtedly be satisfied, that that tribunal was as well aware of the principle which should govern in a case where notice is required, as the Register could be, and to doubt the propriety of their application, is to doubt the integrity of the court; a thing which we are far from supposing a candid person would wish to be understood to do.

The Register has been in trouble, ever since the fact of the pendency of the petition for injunction in the District Court became known: when it was first ascertained that the inhabitants of Fremont would not stand idly by and see the acts of the Legislature distorted, and their avenues of commerce closed or obstructed by a soulless corporation—the tool of a rival town. Up to the time of the decision of this case by His Honor, Judge McLean, the Register showed by its conduct that the water was warm; but since that time it has absolutely become hot. From the perusal of its telegraphic despatches, every reader of the Daily would have immediately concluded, that as to poor Fremont, the cake was dough; that the Junction Company had achieved a signal triumph. But while exultation was written on every page of the Daily, lo! there came another "blast" announcing the startling fact, that an injunction had been allowed against the Junction Company, but withheld as to the Port Clinton Company. The Register sees here the defeat of the petitioner—sees the right to cross navigable waters with railroad bridges, "fully and conclusively established," and moreover, wishes every one else should see the same thing, forgetting that colored glass sometimes gives to objects false colors, as *ride* the experiment with the ass and the bundle of shavings. So anxious is he to have every one understand these things properly, that he straightway commences to correct his neighbors; for instance, in publishing the journal entry in the case, he says:

"It will be seen, therefore, that the 'right of crossing navigable waters' with a railroad bridge, is fully and conclusively established. We saw by a paragraph in the Columbus Statesman, that its editor is under a misapprehension as to what the decree is; as it seems to suppose the bridge cannot be built. But it will be seen the right of the Port Clinton Company to construct it is conceded, and of this organization the parties desiring it will avail themselves, without doubt."

Here then commences the course of corrections in which the Register has been ever since so busily engaged. For the next specimen:

"We observe a number of our exchanges persist in giving an incorrect statement of the decree of Judge McLean, in the Junction Rail Road Injunction case,—an error which originated with the Ohio Statesman. The Buffalo Express, Cleveland Plaindealer, and other papers, appear to be still 'in the dark' as to the true character of the decision. Having already called attention to this error, and having also published at length, the *Decree of the Court*, and the *opinion of Judge McLean*, as written out by himself, we ask those papers which have been misled, as above, in justice not only to the Junction Railroad Company, but to their own readers, to publish the facts as they exist, and as they are stated in the annexed passage from the New York Tribune, which we quote as *disinterested testimony*:"

"We notice a report in the Evening Post of last evening that an injunction was granted against the Junction Rail Road of Ohio, preventing them crossing the Bay at Sandusky, which, without explanation, is likely to mislead the public. Upon inquiry we learn the facts are as follows: The Junction Road was originally chartered to go West through Fremont, but upon a survey being made, the shortest route by some ten miles was found to be across the Bay, by the way of Port Clinton. The Directors of the Junction Road, fearing those interested in having the Road go to Fremont would ask for an injunction, organized under the General Law of Ohio, under a charter called the Port Clinton Company, and located their Road and contracted for the building of the same. The whole question came up before Judge McLean, and he decided that the Junction Road could not bridge the Bay, and that the Port Clinton Company could bridge the Bay, and under that charter the Junction Road will build the bridge. It settles an important question to the Roads leading West, as the Toledo & Norwalk Roads are about building a bridge across the Maumee at Toledo to avoid the ferry. This will enable them to go at once to the work and avoid what has been a great hindrance to passengers."

"We respectfully invite the attention of the Fremont Journal, Fremont Democrat, Perryburg Journal, Maumee Times, and such other papers as have been led into the error, to the above correction by the Tribune."

The Register takes great pains, and pleasure, too, no doubt, in introducing this "disinterested testimony," and calling the attention of the Fremont Journal, Fremont Democrat, Perryburg Journal, Maumee Times, and such other papers as have been led into the error to the above correction of the Tribune.

Now I am certain that no one of the above prints would forsake truth for "error," but I am morally certain, that many of them choose to adopt their own construction of Judge McLean's opinion, even in opposition to the high authority of the Tribune—at least I think such is the case with the Fremont Journal and Fremont Democrat.

But here comes the Times of the 7th, with all the desired corrections, and we have no doubt the Register is well pleased with it. The Sandusky Register calls our attention

to the propriety of making a correction of our statement copied last week from the Ohio Statesman, in regard to the injunction obtained in the Supreme Court at Columbus, against the Junction Rail Road Company, bridging the Sandusky Bay. The true version of the injunction seems to be that the Junction Rail Road has not the power to bridge the Bay, but that the Sandusky and Port Clinton Rail Roads have, and that the Bay will be bridged under their charter. The Register says that the following is the correct statement of the nature of the injunction, as it was granted:

"The Junction Road was originally chartered to go West through Fremont, but upon a survey being made, the shortest route by some ten miles was found to be across the Bay, by the way of Port Clinton. The Directors of the Junction Road, fearing those interested in having the road go to Fremont would ask for an injunction, organized under the General Law of Ohio, under a charter called the Port Clinton Company, and located their Road and contracted for the building of the same. The whole question came up before Judge McLean, and he decided that the Junction Road could not bridge under their charter, but that the Port Clinton Company could bridge the Bay, and under that charter the Junction Road will build the bridge."

As will be seen by the above, the Times acknowledges the authority of the Tribune, and stands corrected. We therefore hope he will not object to the bridging of the Maumee at Toledo, by the T. & N. & C. R. R. But if he finds it a hard pill to swallow, let him cut out of the Tribune's columns this passage, and paste it in the top of his hat:

"It (the decision) settles the important question to the Roads leading West, as the Toledo and Norwalk Roads are about building a bridge across the Maumee at Toledo, to avoid the ferry."

Consoling, that—neighbor Times. The Register finds "extreme felicity in the fellowship of the Toledo Blade, who, it would seem, like himself, believes the bridging of any water lawful and proper, when it will result in benefit to his own village. The love of one's own town or section of country is no doubt commendable, if he be a little selfish. But that patriotism will sacrifice the principles of justice, it is no longer a virtue, but a vice."

Hear what the Blade says of the opinion of the learned Judge:

"This opinion is a very important one, and decides the question of the right of Railroads to cross navigable streams in their favor, on principles of general application. It can no longer be doubted, under this decision, that Railroads may cross any of the navigable streams of the country, by bridges, provided they supply them with suitable draws to facilitate the passage of vessels."

Now we fully agree with neighbor Blade, that this is "a very important" decision, "and fixes the right of Railroads to cross navigable streams," providing they in no manner obstruct navigation. But for argument sake we will allow the Register to be correct, when he says, that "the right of crossing navigable waters with a railroad bridge is fully and conclusively established," by Judge McLean's dicta. And for the same purpose we will for one moment admit that the Blade says truly, "that it can no longer be doubted under this decision that Railroads may cross any of the navigable streams of the country by bridges, provided they supply them with suitable draws to facilitate the passage of vessels."

Now, the inhabitants of Huron and Detroit are anxious to become nearer neighbors. It is true they have a direct water communication, (so has Sandusky City with Toledo,) but that method of traveling has become entirely obsolete, since people have learned how nicely they may be mashed into a jelly in less than no time while "riding on a rail." Hence, the people of Detroit and Huron propose constructing a railroad from Huron up the beach of the lake to Cedar Point, thence across the mouth of Sandusky Bay to the Plaster Bed, and thence in a direct line to Detroit, across Lake Erie, leaving a "draw to facilitate" the passage of vessels at the mouth of the Bay, and also one nearly in a line from Cleveland to Toledo, through which vessels may pass with facility. Would not the Blade conceive this to be a plain encroachment upon the rights of Toledo? (Of course Sandusky would as to herself.) If his construction of this opinion of his Honor be correct, Toledo has no remedy. Suitable "draws" have been left in the road, or bridge, and you say Judge McLean has decided that "navigable waters" may be crossed, on the conditions of leaving draws, a thing which it is proposed to do in this case. Suppose such were the case as to the decision, and also the proposition to construct the road as aforesaid, would you then, as now, say:

"In these days of Railroad predominance, there can scarcely be any portion of the Union to which it will be unacceptable, for the very good reason that the great termini of our Railroads, at all commercial points, are generally in a condition to need the protection of such a doctrine."

As to the Register, we can easily judge of its course in such a case, and we should not be forcibly impressed with the value of consistency in view of it. The time may not be far distant, when we shall have an expression of the Register's mind in a case similar to the one supposed.

But we claim that the conclusions of the Register and Blade, "that the right to cross navigable waters by railroad bridges," at all events, are not warranted by the language of Judge McLean in his opinion. He says:

"The plan of the Bridge over the Sandusky Bay having been approved by Steadman, the acting commissioner, and the place of crossing being within his jurisdiction, it is not doubted that under the 'Port Clinton charter,' a bridge may be constructed as proposed, if it cause no obstruction to commerce." Does this look like allowing Railroads to cross navigable waters at all events? Does this establish that right fully and conclusively as the Register claims? Most certainly—providing they cause no obstruction to commerce—a proposition which no man in his sober senses ever doubted. The learned Judge goes on to establish the existence of two rights, 1st Public right or the free and unobstructed use of every navigable water connecting two or more States, and 2nd The Local right, or the right to cross such waters. "The general commercial right is paramount to all state authority." That he considers this a proper case for the interference of judicial power will be seen by the following:

"The commerce on the Bay above the Bridge, including the Sandusky River, is not large, but it is of sufficient importance to bring it under the regulation of the commercial power of this Union, and to require its protection."

Now the Register will ask, why it was if "the general commercial right is paramount to the local right" and if "the commerce of the Sandusky Bay and river is of sufficient importance to require the interference of the general commercial power that an Injunction was not granted against the Port Clinton Company, but on the contrary their right to cross

the Bay acknowledged? This question is easily answered.

The Judge says nothing more nor less than this "that the petitioner has failed to prove the Bridge, to be an obstruction, and until this is done the Port Clinton Company have a right to proceed with the work" (always providing Injunction No 2 does not put a stop to their proceedings.)

This will be observed by perusing the last clause of the opinion which is here added:

"Nothing is more common than for witnesses, who are called as experts, to differ in opinion, and when this difference is so nearly on a balance as not to incline the scale on either side, however strong the testimony may be when received on one side only, yet when both sides are considered, the parts neutralize each other so as to produce no very decided effect on the mind. This is the character of the evidence in the case under consideration. In such a case, the preventive and extraordinary remedy invoked, ought not to be given. It is a remedy which may be ruinous to one of the parties, when the basis of the action is doubtful. The prayer for an Injunction is refused."

It will be readily perceived by the foregoing that whenever it is proved to the satisfaction of a court of competent jurisdiction, that the proposed Bridge will be an obstruction, that the legitimate child known as the Port Clinton Railroad Company will receive its final sentence, and piles of moldering timber, mark the spot where it lies buried upon the banks of Sandusky Bay. W ***

The Ladies of America.

It is strange that the "oppressed condition of woman," should be more vehemently insisted upon and loudly deplored in the United States, than in any other part of the civilized world. Is it because the appetite for homage grows by what it feeds on, that the profound respect with which ladies of America are treated by the opposite sex fails to satisfy their champion? Relieved from the rough cares of life, waited upon, caressed, all but worshipped; deferred to in public, supreme at home; reigning over the hearts, and exercising a powerful, although unacknowledged influence over the heads of mankind; the queen bees of the human hive, for whose satisfaction we toil, scheme, and labor, often times perilling life that they may enjoy its comforts and luxuries—what would they more?

The greatest evil that could be inflicted upon the gentle creatures would be, to grant to them all the privileges claimed for them by their self-constituted representatives. The prestige would be gone. Jostling us on change, bidding with us in the market, arguing with us on the bar, legislating with us in the Senate, sharing, or trying to share, with us, all the labors that are now imposed upon the tougher muscles and harder minds of men, they would soon lose the refinement, the delicacy, the moral beauty, and even the personal attractions which now render them objects of admiration. We should no more bow down and worship them. They would be baffled, and thrust aside by superior strength and activity abroad, and no longer have the power to bind us in silken chimes at home.

Is not their way almost absolute? Make room for ladies! is the shibboleth of the American gentleman. In all social gatherings, at all public amusements, in omnibuses, the car, the steamboat, on the side walk, and even in the house of God, we concede to them the place of honor. We rise that they be seated, we step into the storm that they may come under shelter. For them we make the rough places smooth—for them we buy, and build, and beautify. The opera, the theatre, all shows, all luxuries are theirs, without money and without price. They are attended upon with a chivalrous devotion unknown even in *la belle France*, and many hands are ever ready to avenge even a look that threatens them with insult? we say again, what would they more?

Ladies of America, for your own sakes, do not attempt to bring yourself down to our level. You will soon find that the game is not worth the candle.

"Domestic happiness, the only bliss That has survived the fall,"

would perish from the earth if women were rushing from the charmed circle of home into the arena of busy life, and insist upon sharing the rough and tumble of this "bank note world." Then, indeed, would we have to say with Burke, "the age of Chivalry is gone"—*New York Weekly Messenger.*

The African trade (the kind of trade Mrs. Beech Stowe is engaged in) England seems to pay exceedingly well. No sooner was your Yankee authoress landed in Liverpool, it appears, than she was presented with £130 sterling. What, for, as she is not understood to be in necessitous circumstances, we cannot imagine. John Bull would seem to think Uncle Tom has come a-begging!

£120 is just \$650. Mrs. Stowe is certainly not much in need of the money, if she reports be true touching the enormous income she has received from the sale of her romance. If we could persuade her, we should see it appropriated something after this fashion:

\$300 (say) to buy the freedom of one slave.

100 to send him to Liberia.

100 to the Negro Orphan Asylum here.

100 to learn one little Negro to read and write.

50 to enable him to emigrate.

\$650

Now, if Mrs. Stowe were not a professional abolitionist, she would certainly spend the money she is making and is going to make in the African slave trade, the year to come in Great Britain, as we have suggested. But being an abolitionist, and the real comfort of the negro, therefore, not being at all in her way, the following appropriations are more likely to be made:

\$100 to entice slaves to run away, South.

100 to pay the expenses of ditto.

100 to send him to Canada.

50 for subscriptions to "wooly" newspapers.

50 for lectures on the Higher Law.

150 for a grand amalgamation dinner.

600 for the relief of the sick and distressed Uncle Toms in the northern cities.

The next bag of gold Mrs. Stowe is presented with ought to be paid into the fund for the support of abolition editors and lecturers; the first to keep on denouncing the Constitution as an accursed bargain, and the others to exorcise the South, the Church, and every thing and every body else that don't join issue with them. It is to be hoped that cousin John will hurry up the funds.—*N. Y. Express.*

John James B. Thomas—Judge THOMAS, an old and well known citizen of the West, in a fit of insanity, committed suicide at his residence in Mt. Vernon, O., a few days since.

"In Paraguay," says an American, "nearly every woman chews tobacco!"

THE JOURNAL.

FREMONT, OHIO.

I. W. BOOTH, Editor.

SATURDAY, MAY 14, 1853

WHIG STATE NOMINATIONS.

FOR GOVERNOR,

NELSON BARRERE.

of Highland.

FOR LIEUTENANT GOVERNOR,

ISAAC J. ALLEN.

of Richmond.

FOR TREASURER OF STATE,

HENRY BRACHMAN.

of Hamilton.

FOR SECRETARY OF STATE,

NELSON H. VAN VORHES.

of Athens.

FOR ATTORNEY GENERAL,

WILLIAM H. GIBSON.

of Seneca.

FOR SUPREME JUDGE,

FRANKLIN T. HACKUS.

of Cuyahoga.

FOR BOARD OF PUBLIC WORKS,

JOHN WADDLE.

of Cuyahoga.

The absence of the editor, will account for all deficiencies in the editorial department—this week.

The Junction Rail Road Injunction.

James More and others, vs. the Junction Rail Road Company and others, in the Court of Common Pleas of Ottawa county, Ohio.

On the 3d day of May, 1853, a provisional injunction was allowed in this case, enjoining the Junction Rail Road Company from, directly or indirectly, constructing a Rail Road across the Sandusky Bay, or upon any other route from Sandusky to the Maumee River, than by the town of Fremont; and enjoining the Port Clinton Rail Road Company, and all other defendants, from directly or indirectly, aiding in the construction of the Junction Rail Road across the Bay, or on any other route than by Fremont. At the term of Court of Common Pleas of Ottawa county, Ohio, which closed, the defendants moved to dissolve or modify the injunction. The Court refused to dissolve or modify the injunction, except as follows: "On motion to the court, it is ordered that the provisional injunction allowed in this case on the 3d of May, 1853, shall not be construed as prejudicing the defendants or others of them, in the exercise of any lawful right that they or any of them may have, if any, under the provisions of the 24th section of the act of the General Assembly of this State, passed May 1st, 1852, to provide for the creation and regulation of incorporated companies in the State of Ohio."

This Modification, or explanation, is not intended to, and does not, vary in the least the force of the original injunction—which did not prevent the Junction Company from doing any act intended to promote, in good faith, the objects of its charter.

The 24th Section referred to, authorizes Rail Road Companies to aid other Companies, under certain circumstances, by subscription of stock or otherwise, and to make any arrangements, consistent with the objects of their charter. But it does not authorize a company, by any means, to do indirectly, what is prohibited from doing directly. It has been decided that the object of the Junction charter is to build a Railroad to Fremont, thence west to the Maumee River and west line of the State, and the Company are enjoined from, directly or indirectly, constructing their Road on any other route. The present managers of this Railroad Company may succeed for a time, through the misrepresentations of their hired press, in imposing upon the public, and also in squandering the means of the company in attempts to evade its charter and the law; but it will avail them nothing. The longer they persist in their unlawful course, the greater their final ruin. It may not materially effect them, except in reputation, but it will very materially effect the pockets of the stockholders of the Junction Company.

New Arrangement. On and after Monday next, there will be an accommodation train on the Toledo, Norwalk and Cleveland Road. The running time of all the trains is materially changed—as will be seen by reference to the Railroad advertisement.

W. B. Kridler advertises a fine stock of Clothing, of every description. Read his advertisement in another column.

The Board of School Examiners of Sandusky county, will meet at the office of G. W. Glick, Esq., on Tuesday next, the 17th, for the examination of teachers.

Canfield & Mitchell advertise a choice lot of American cutlery—which they warrant to be what it is recommended. Also Gilchrist's "Celebrated American Razors," which are said to be the greatest alleviation to one of the greatest ills man is heir to—shaving;—together with a large assortment of glass of all sizes and the best quality. The "Boys" also have a few tuns of Hardware to dispose of—cheap.

C. D. Hall has just received his large stock of Ready-made Clothing, Boots, Shoes, &c., and is now prepared to clothe the people in the best style for a mere trifle.

Dr. A. B. ELLIOT, of New York, the renowned Temperance Lecturer, will hold forth at the Court House on Monday evening, May 16th, at early candle lighting. We prophesy a rich treat. Come and hear.

The Wire Suspension Bridge over the Sandusky River at Tiffin will be a fine structure. The two principal Wire Cables will be four inches in diameter, and two hundred and twenty feet in length, the Towers from which they are suspended, at either end, being seventeen feet high. The span between Abutments will be two hundred and ten feet. It is estimated that the cost of this work will not exceed five thousand dollars.—*Sandusky Cam. Register.*

The late collision—The cause of it, and the persons who are to blame for it. The Cleveland Herald of the 29th, says: The Citizens of Chicago have called a public meeting, to be held in Market Hall on the 20th inst., to take into consideration the steps proper in view of the recent catastrophe.

The packages taken from the Galena mail at the time of the accident, were those of the 23d, for Portland, Providence and Hartford, and some packages for Albany, from the Chicago office; the Boston package is also gone and several small packages. The second and third coroner's juries have been in session. Among the killed are Susan Smith, of Little Falls; Stephen D. Gray of Wheelock, Vt., and Mr. Misenor. Mr. Gray was a farmer from Vermont, who came west to see the country, was returning home to bring his family. A man from Canada with his wife and four children, are all supposed to be killed. The dead number about eighteen, with forty to fifty wounded—some dangerously.

The conductor on the train of the Southern Michigan road, H. L. Whitney coming east, testifies that the night was clear, but moon not up, that there is no rule to whistle or ring at railroad crossings, and that he knew nothing about the running time on the Michigan Central road; that a train with a good head light could be seen three miles on the night of the collision.

The engineer on the southern Michigan train, Edward Davis, testified that he was running about as fast as he could at the crossing, being behind time; was not a quarter of a mile off, when he saw the sparks from the locomotive of the Central train. This witness produced a time-table for his guidance on which was a printed rule, requiring the out-going trains for Chicago to avoid all the trains on the Michigan Central road, and witnessed that he did not know of that rule until that morning. The conductor of Michigan Central road, M. M. Tyler, testified that he was seven hours behind time, and had no head-light because he had no wicks; was instructed to carry lights on the rear-car, but had no instructions in regard to head-lights; supposed somebody had. The engineer on the Michigan Central road, Thomas Rackan, stated that he had set out a hand lantern, about a mile from the crossing; was required to have a head light, but he would not burn, and he had no head-light for two trips. Saw the light of Southern Michigan train half a mile off, shot off steam and whistled down the breaks, but did not reverse the engine, because he thought there was no occasion; if he had reversed the engine, the train would have stopped.

The testimony of these men is enough to hang every one. Look at it again for a moment. Whitney, conductor, says he knew nothing about the running time of the Michigan Central road. Davis, engineer, says he was running about as fast as he could, and that he did not know the rules printed on his time table. Tyler, conductor, says he had no head lights, being out of wicks, and did not know whose duty it was to see that there was a head light. Rackan, engineer, says he had run trips without head lights, and that he did not reverse his engine. If that testimony will not convict these men of manslaughter—even murder—there is no use for testimony. It is the most infernal slaughter of life by railroad officers ever recorded. We hope the law will deal with those men, and that the companies themselves may in some way be compelled to answer for their failing to keep their proper watchmen at these crossings—in not providing lamp-wicks, having been told they were out; and not posting before their engineers each others time table.

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We clip the following from the Sandusky Register of the 11th.

The Freight Train which left here at six o'clock yesterday morning, on the Sandusky, Mansfield & Newark Railroad, was thrown from the track near Lexington, by coming in contact with a cow. Being near a bridge which spans a small stream, the Engine was precipitated into the water; and we are pained to state that the Conductor, Mr. JAMES TERGAARDEN, of Mansfield,—the Engineer JOSEPH ST. PETER, and the Fireman, named McLEAN, were instantly killed. The two latter were horribly mutilated. Mr. TERGAARDEN, it is said, was thrown into the water, and when the dispatch was sent, his body was still under the ruins. The Engineer resided at Newark, and leaves a family. We have not learned the probable amount of damage done to the Train, by this sad accident. No loss of life has hitherto occurred on this Road for nearly a year, and it has been remarkably free from accidents of serious nature. But, against those resulting from the common practice of allowing cattle to run upon Railroad tracks, it is nearly impossible to guard.

New York, May 10.

ANOTHER COLLISION.—The Emigrant from N. Y., and the Express from Dunkirk, came in collision last evening at 8 o'clock, on the branch of the Erie Road. Four broken injured, and one passenger had a leg broken, and several others injured. Both locomotives and baggage cars, and the first cars were smashed. The wounded victims were brought to the hospital in this city. A new time table went into operation yesterday morning, and it is said the emigrant train left Jersey City an hour and a half before its time.

From California.

The Daniel Webster reports the loss of another Vanderbilt steamer, S. S. Lewis, on her passage from San Juan del Sud. She got ashore north of Bolinas Bay, at three o'clock in the morning, and finding it impossible to get off, all the passengers, four hundred in number, were landed safely. Nearly all the baggage was saved, but a considerable quantity of specie, the ship's plate, and the vessel, are a total loss.

It is supposed that the loss will amount to \$200,000. The steamer Jenny Lind exploded while going from Alviso to San Francisco, having one hundred and thirty passengers, mostly from San Jose. Sixty were badly scalded, and about twenty dead, including seven children. The survivors and dead bodies were brought to San Francisco by the steamer Union.

The New York papers complain of the high price and comparative scarcity of beef in that city. The large amounts they have heretofore received from Illinois, &c. they say have been turned to another channel. They are now driven in immense droves to California. It is also said that large amounts of beef are packed in New York for the Australian market. Beef is getting so high in New York, by these causes, that none but the rich can afford the luxury of eating it.—*O. S. Journal.*

Read all the Advertisements in this paper.

For the Journal.

TO MY SISTER.

Sister! I often think of thee,
Though far from thee removed—
And trust, that you will think of me,
Thy Brother, thou didst love.

Shall e'er thy Memory be effaced,
From off my humble heart?
No, Sister! It shall bear a place,
I'll bid it ne'er depart.

I hope to meet thee, once again,
Upon the Earth's broad face;
And if my prayers are not all vain,
I will thy form embrace.

Though many miles from thee away,
I will remember thee—
And if my frame should here decay,
Preserve my memory.

Educational Department.

Synonyms.

MEMORY—RECOLLECTION.

Memory retains past ideas without any, or with little effort; recollection implies an effort to recall ideas that are past.—*Webster.*

TO MEMORIZE—TO COMMIT TO MEMORY.

To memorize means to record; to hand down to memory by writing.

Ex.—They neglect to memorize their conquests of the Indians.—*Spencer.*

To cause to be remembered.

Ex.—They meant to memorize